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ANOTHER SUNNY MORNING

Bed seems remarkably good. Hectic day yesterday. Golf in the morning at Stover. All round Dartmoor in the afternoon. A date for Cocktails before dinner. Dancing to Harry Evans and his Band till . . . Heavens, I must hurry! Due for tennis in half an hour.

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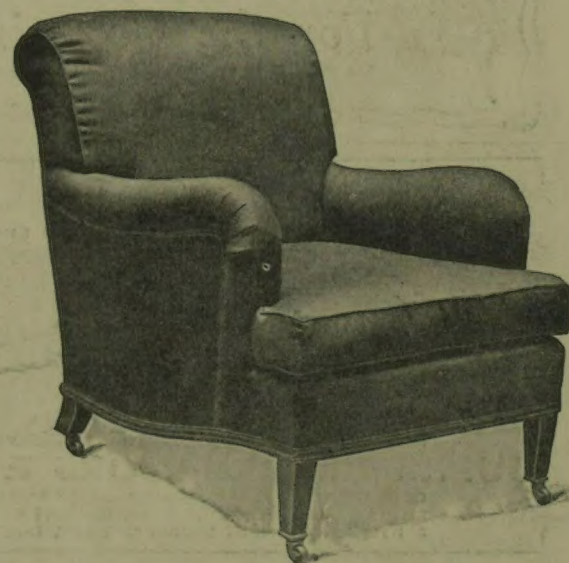


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SATURDAY, SEPTEMBER 2, 1939.



ON GUARD IN BRITAIN: A PROJECTOR CONTROLLER SILHOUETTED AGAINST THE BEAM OF HIS SEARCHLIGHT, WHICH REVEALS NIGHT RAIDERS TO DEFENDING FIGHTER AIRCRAFT AND A.A. GUNS.

The modern city is ringed with searchlights and balloons instead of towers and bastions, but still the thoughts of the citizens go out anxiously to their defenders. These, in England, are drawn from among the free citizens themselves.

The ground defence of London is in the hands of the Territorials. In operating their projectors all units have to be highly skilled, and N.C.O.s must know exactly when to "expose" and when to "drop off" their target. (Central Press.)



By ARTHUR BRYANT.

"TO be or not to be, that is the question." By the time these lines appear, it may well be decided one way or the other. For months we have been living in an atmosphere in which at any moment the worst might fall. Or so it seemed. But everything in this world is comparative. To a civilised man living under the conditions of peace, war may well seem the worst or almost the worst. To one already living under a state of war, it no longer seems the worst. It is a state to which he has become accustomed. Wishful thinking, which goes on under war conditions just as much as under those of peace, no longer has the preservation of peace as its supreme object. And anxiety, on that score at any rate, is no longer felt. The plunge has been taken, and it is more comfortable to an apprehensive mind to be in the water than shivering on the brink.

So it seems that ten days or so hence, when this is published, we shall either be still on the bank, one hopes with the sun shining, or striking out boldly as men of our race have done before, through the water. In any case, a cheerful heart never did anyone any harm, and the darker the sky happens to be, the more certain it is that we shall be resolutely looking on the bright side of things. We suffer from no illusions about war, so at least if war comes we shall suffer from no disappointment. Others may. We at least know that war is a beastly and loathsome condition. We thought so before, but that did not stop us from going through with it and winning.

The hopes, anxieties and apprehensions of the past year and more may one day provide the philosopher with cause for humorous reflection. Some of us have consistently prophesied war and some have consistently prophesied peace. More have prophesied both. The mood of the moment has often decided which. When the sun is shining, we feel that it must shine for ever, and when it is raining, we feel that rain also is perpetual. Neither is true. Some may have said—as the present writer has often done—that while his intellect warned him that war must come, some illogical emotion inside him told him that it would not do so. Yet neither logic nor emotion is any guide at all; the wind of human folly, or it may be of Divine guidance, bloweth where it listeth, and the rain falls alike on the wise and the foolish. To the question of what is going to happen, no man has ever been able to give a certain answer.

The very enthusiasm with which men who accidentally find themselves to have been right boast about the lucky choice to their friends, and pose as superior persons as a result, is an index of the uncertainty of the whole proceeding. "I told you so," is an admission of fallibility; if human foresight could be relied upon, there would never be any need to say it. There is no headline in the newspapers when a London express comes in on time, or Big Ben strikes the hour.

The soothsayers, of course, have been busy during the months of uncertainty. They have usually, as I understand, told their clients that there would be

in all our enterprises. When the future lets us down, as it always does, we make the best of a bad job, shoulder our pack, and hope for something better. But if the future revealed in advance, what it had in store for us, we should abandon the sorry game, throw up the sponge, and make an end of ourselves. Our one resort, darling hope, would be gone. Though we forget it, that hidden, improbable, but never-failing credit balance we keep on the future is the one thing in life we could never do without. It enables us to face any storm with a light heart. There may be, we reflect, a silver lining inside the impending cloud. At least nobody, however black it looks, can assure us for certain of the contrary.



THE KING'S RETURN TO HIS CAPITAL IN THE EMERGENCY: HIS MAJESTY DRIVING TO BUCKINGHAM PALACE FROM EUSTON, WHERE HE ARRIVED AT 8 A.M., AFTER AN OVERNIGHT JOURNEY FROM BALMORAL; WITH HIS ASSISTANT PRIVATE SECRETARY, CAPTAIN ADEANE. Breaking his holiday in Scotland, the King travelled overnight to London, arriving at Buckingham Palace shortly after 8 a.m. on August 24. Two and a half hours later, his Majesty held a Privy Council to transact urgent business relating to the emergency. Almost immediately afterwards he saw the Prime Minister. Since his return the King has been in constant consultation with his Government. On Sunday, August 27, his Majesty, with other members of the Royal Family, attended the special service for peace at Westminster Abbey. (Photograph by L.N.A.)

no war, for that, after all, was what their clients wanted to hear. No one would have visited them for the purpose of ascertaining that there was going to be war; no one, that is, but the insignificant minority, if there was any such, who for some reason or other wanted war. For no one wants to hear anything but good of the future. Which means—since our lot, as the late Professor A. E. Housman said, contains good, but much more good than ill—that no one really wants to hear the future at all. If people imagined that seers, professional or otherwise, could accurately forecast coming events, they would avoid them as though they were lepers, and blindfold themselves at night lest they should see the stars. Mediæval despots invariably slew messengers who brought ill tidings: Herr Hitler, more civilised, merely shouts at them.

But the instinct is the same. We look to the future to give us what neither the past nor the present has ever constantly given—complete success

It was Shelley who said that the greatest quality in man was to hope till hope creates from its own wreck the thing it contemplates. It is not a godlike quality, for the gods, knowing the future, have never any need to hope. But it is a very human one, and it places man, who can achieve it, only a little lower than the angels. It is the absurd courage of it that is so endearing, and somehow so very moving. In the last war, in the fighting line, when all human happiness seemed to be rendered utterly impossible by the conditions of the inferno, one saw it displayed perpetually, usually by the most unromantic and matter-of-fact men, whose normal stature became transformed by it into something that scarcely partook of this petty, cheeseparing world. It enabled them to undergo ordeals that without it men could not possibly have endured and to emerge triumphant in the end. And in the last resort, after many trials and disasters, victory was found to rest with those of the sons of men whose capacity for hope was most invincible.

No people in the world have more of this quality of hope than the British. It is that which makes them at heart so incorrigibly cheerful. The worse his situation, the more gloriously cheerful an Englishman is apt to become. For, the darker things are, the more likely are they to take a turn for the better. He grumbles at little things perpetually, but he never grumbles at the major disasters of life. He accepts them, if not with a smile, with a quiet and rather grim assurance that Fate has an unseen trump-card somewhere up its sleeve in his favour. I suppose it has, because Fate has always used this island so kindly; its inhabitants can afford to be confident in the future, because in the long run events have so invariably turned in their favour.

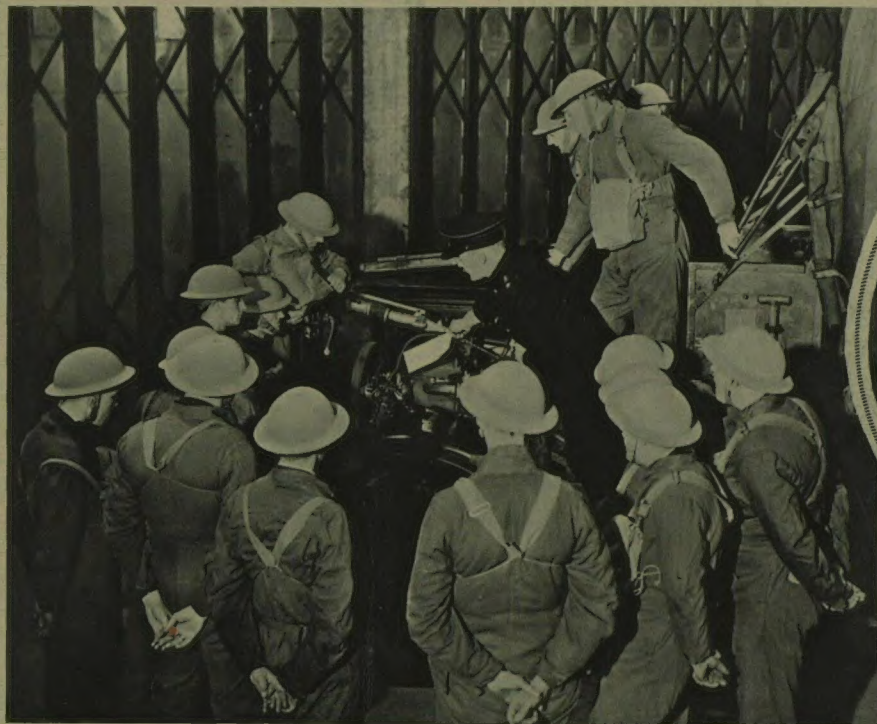
PROTECTION FROM THE AIR PERIL: STAGES IN A.-A. INSTRUCTION.



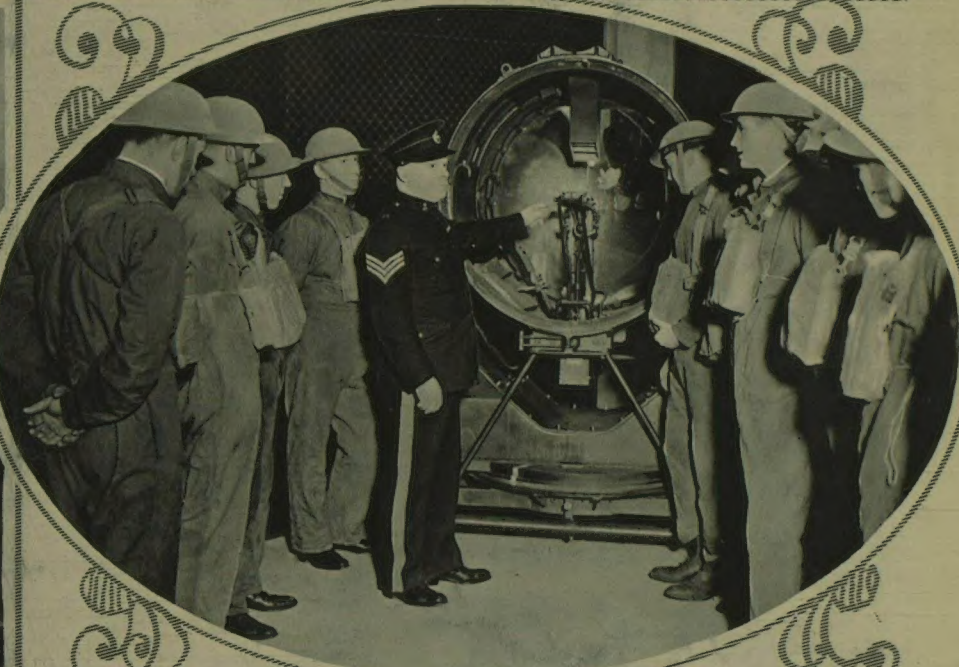
A USEFUL PRELIMINARY IN ALL WEAPON TRAINING—TEACHING THE PRINCIPLES OF AIMING: RECRUITS UNDERGOING RIFLE INSTRUCTION AT THE HEADQUARTERS OF A LONDON ANTI-AIRCRAFT BATTALION, R.E.



TRAINING MEN ON A MINIATURE SEARCHLIGHT LAY-OUT. THE SCALE MODEL IS USED IN A DARKENED ROOM OF THE DRILL-HALL, EQUIVALENT TO NIGHT CONDITIONS, THE SEARCHLIGHT BEAM BEING PRODUCED BY A MAGIC LANTERN.



FIRST LESSONS IN A.-A. DEFENCE: AN OFFICER EXPLAINING THE MECHANISM OF A LORRY, WHICH NOT ONLY TAKES THE DETACHMENT TO ITS PLACE OF ACTION, BUT ALSO CARRIES THE GENERATOR FOR THE SEARCHLIGHT.



THE FAR-SEARCHING "EYE" OF BRITAIN'S ANTI-AIRCRAFT DEFENCE: SEARCHLIGHT OPERATORS RECEIVING INSTRUCTION FROM AN R.E. SERGEANT IN THE METHOD OF PICKING UP ENEMY RAIDERS.



RECRUITS BEING INSTRUCTED IN GAS DRILL. THE REGIMENT FROM WHICH THIS UNIT WAS FORMED WAS ONE OF THE MANY CORPS DESIGNED TO DEFEND THE CAPITAL AGAINST NAPOLEON.



AN ANTI-AIRCRAFT SQUAD UNDERGOING INSTRUCTION IN GETTING THE POSITION OF AIRCRAFT BY THE SOUND-LOCATOR. A LAMP FLASHES IN THE GLOBE WHEN THE RECRUIT, WHO MUST LOOK DOWNWARDS, DEFINES THE POSITION CORRECTLY.

Vast strides have been made in the direction of both passive and active defence of Great Britain against air attack, since the September crisis of last year, as the result of carefully devised Government schemes. Such activities have been further speeded up since the first onset of the present critical dispute over the Danzig Free State,

and for the past month instruction classes, such as those illustrated on this and the following pages, have been in course in Greater London, along the coastal areas, and, in fact, all over Britain, whose air defence depends for success on the co-ordination of the various methods employed to defeat the air menace. (Central Press.)

THE DIVERSITY OF TECHNICAL SKILL REQUIRED FOR A.A. DEFENCE.



IN THE REGIMENTAL WORKSHOP: A FITTER'S CLASS UNDERGOING PRACTICAL INSTRUCTION IN LORRY MAINTENANCE. PROVISION IS MADE FOR EVERY REGIMENT TO CARRY OUT ITS OWN LIGHT REPAIRS.

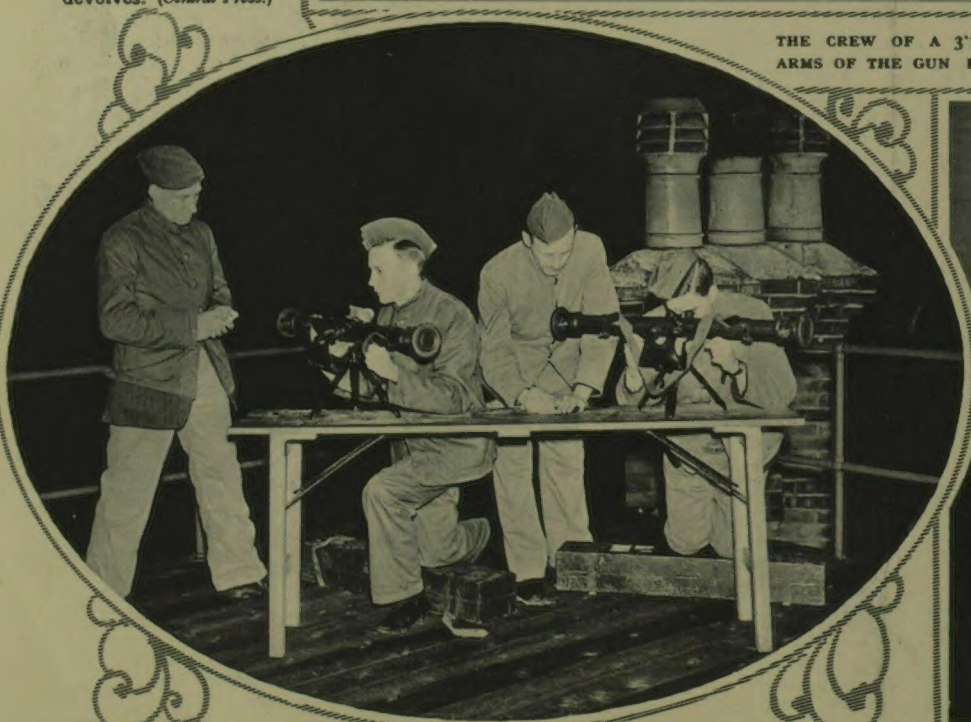


INSTRUCTION IN THE USE OF THE PREDICTOR BEING GIVEN TO MEMBERS OF THE OFFICERS' EMERGENCY RESERVE, A BODY OF MEN TRAINED ON EXACTLY THE SAME LINES AS THE TERRITORIALS IN ORDER TO FIT THEM FOR COMMISSIONS.

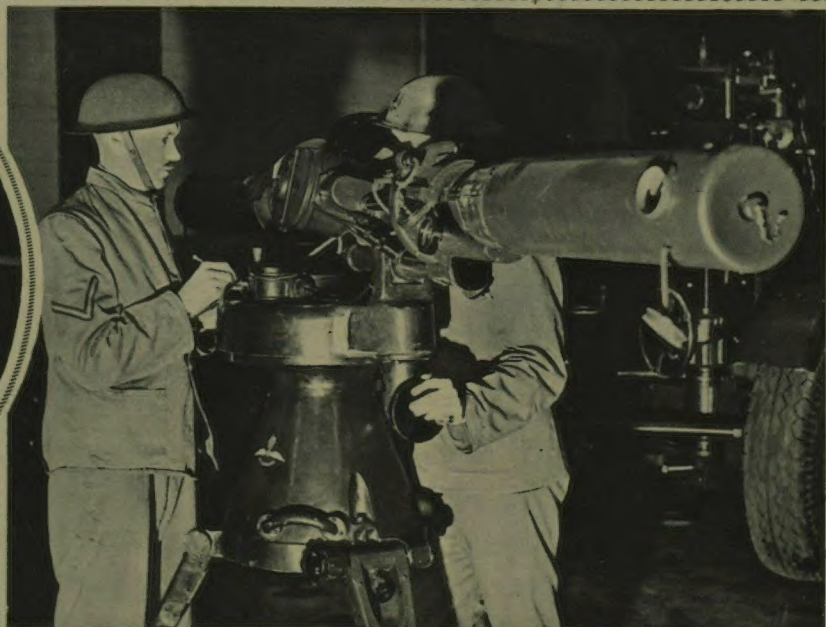
FOR a country with land frontiers, the defence of its soil has always been the main aspect of its military problems, but for an island country, "home defence" was, until recent years, subsidiary to the maintenance of sea-power. Now, however, owing to the development of the air arm, it claims a foremost place in Britain's military calculations, and demands the service of numbers of highly trained men. The photographs appearing on this page illustrate stages in ground air - defence instruction at the headquarters of a typical London Anti-Aircraft Territorial Regiment of the Royal Artillery, upon whom, in co-ordination with the Royal Engineers and the R.A.F., the responsibility for the defence of London devolves. (Central Press.)



THE CREW OF A 3'7-IN. A.-A. GUN AT ACTION STATIONS, THE MEN LOWERING THE SUPPORTING ARMS OF THE GUN PREPARATORY TO STAKING THEM DOWN TO PROVIDE THE GUN WITH A BASE.



RECRUITS AT A NIGHT RANGE-TAKING CLASS, ON THE ROOF OF AN ANTI-AIRCRAFT REGIMENTAL HEADQUARTERS, FROM WHERE SUITABLE DISTANT AIMING-POINTS CAN BE SEEN OVER LONDON.



AN INSTRUMENT FROM WHICH THE BOMBER'S ALTITUDE CAN BE READ INSTANTANEOUSLY: AN N.C.O. WRITING THE READINGS OF THE HEIGHT-FINDER IN A NOTE-BOOK WHILE AN ASSISTANT MANIPULATES THE INSTRUMENT.

TRACKING THE INVADER IN THE SKIES BY A.-A. GUN AND SEARCHLIGHT.



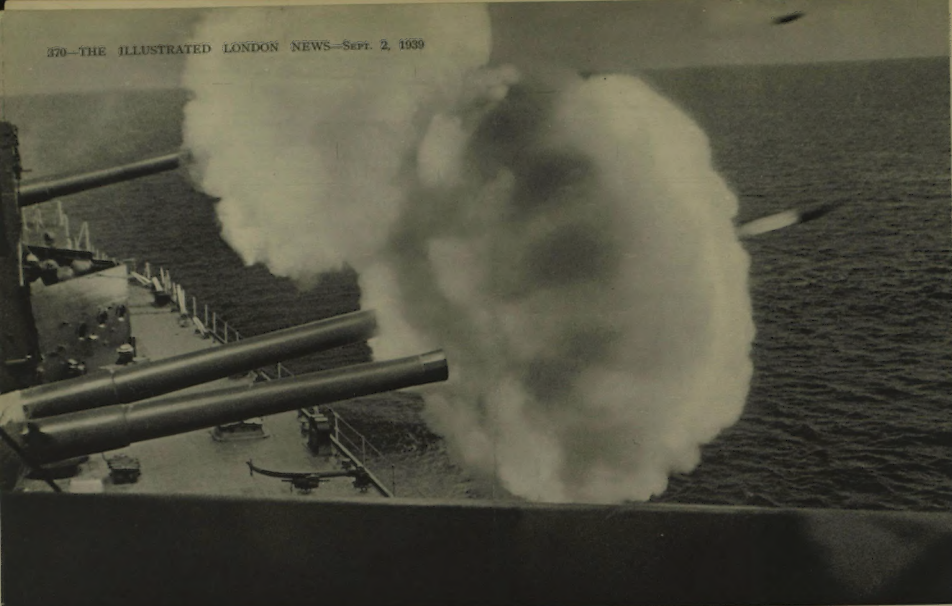
LIKE A SCENE FROM H. G. WELLS'S FILM "THE SHAPE OF THINGS TO COME": MEMBERS OF A LONDON ANTI-AIRCRAFT REGIMENT BRINGING A 3-IN. A.-A. GUN INTO ACTION BY NIGHT, THE MEN FOLLOWING THE TARGET AS DIRECTED BY THE READINGS ON THE PREDICTOR.

DIRECTLY Britain entered the last war in 1914 the High Command in Germany began to encourage the German people with prophecies of the havoc the Zeppelins were about to work in England. But it soon became evident that for airships to fly in daylight over enemy territory was to invite disaster; and even when lighter-than-air machines began their series of raids, and before an adequate home defence had been organised, the results obtained were far below the enemy expectations. After the Germans had raided London with some success in the summer of 1917, the air defences were completely reorganised under one command; patrols of fighters were dovetailed into the gun defences and a system of balloon aprons near London had a considerable moral effect and limited the heights at which bombers were to be expected. To-day, London's anti-aircraft defence is immeasurably superior to what it was at the end of the last war, as regards the effectiveness of its guns and equipment, and the size and efficiency of its organisation.

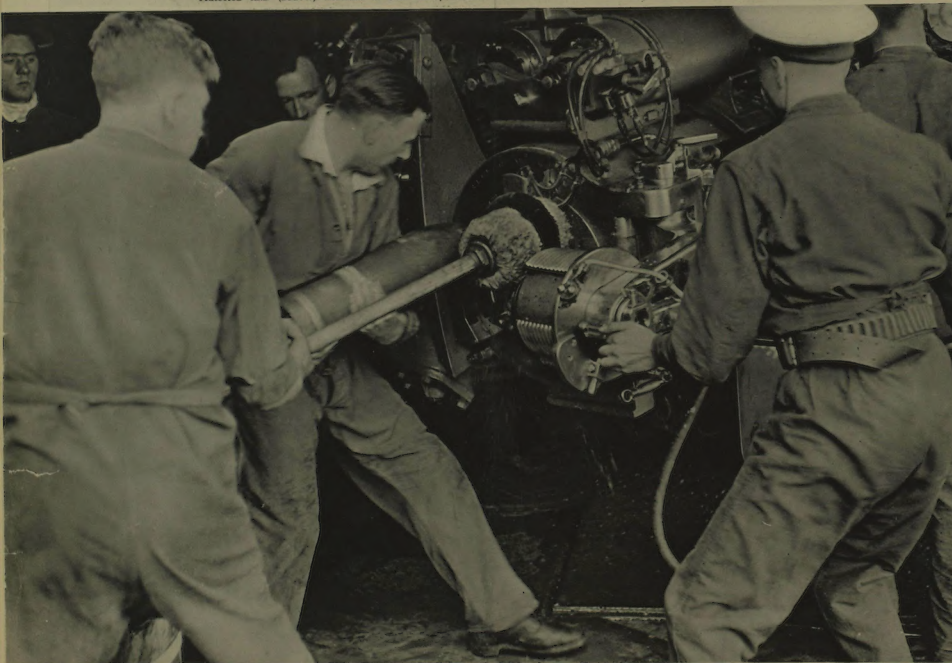
Central Press.



A POWERFUL AID TO GROUND AIR-DEFENCE, WHOSE ALL-SEARCHING RAYS ARE DESIGNED TO FORM A NIGHTLY RAMPART ROUND ENGLAND: SEARCHLIGHT PRACTICE BY AN ANTI-AIRCRAFT BATTALION, R.E., IN LONDON.



A BRITISH BATTLESHIP IN "ACTION": (ABOVE) AN AMAZING PHOTOGRAPH SHOWING A SALVO OF SHELLS LEAVING THE 13.5-IN. GUNS OF H.M.S. "IRON DUKE" DURING GUNNERY PRACTICE AND (BELOW) LOADING A 6-IN. GUN; TWELVE OF WHICH FORM THIS SHIP'S SECONDARY ARMAMENT.



THE BASIS OF BRITAIN'S SEA POWER—NAVAL GUNNERY: A PRACTICE SHOOT ABOARD A BRITISH BATTLESHIP WHOSE MIGHTY GUNS FIRE A PROJECTILE WEIGHING MORE THAN HALF A TON.

These photographs were taken aboard H.M.S. "Iron Duke" during recent gunnery practice. This battleship led the Battle Fleet into action at the Battle of Jutland; was demilitarised under the London Treaty (1931-32), and has since served as a gunnery-training ship. - She was one of the units of the



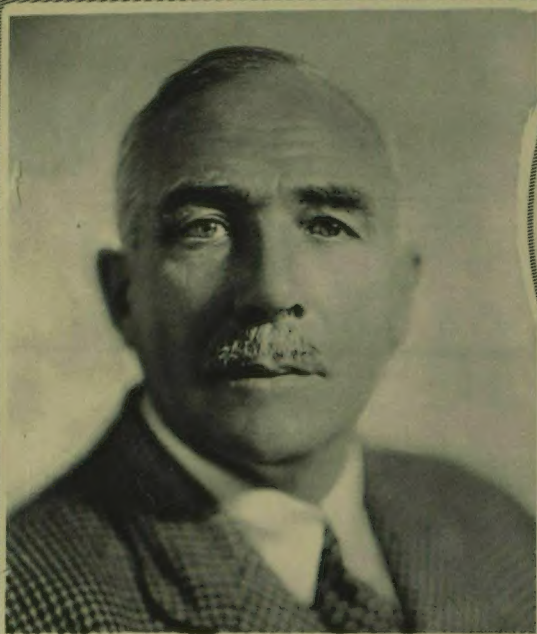
THE CLOUDS OF WAR: (ABOVE) THE 13.5-IN. GUNS OF H.M.S. "IRON DUKE" WREATHED IN SMOKE; AND (BELOW) CLEANING THE BORE OF A 6-IN. GUN AFTER FIRING SHOWING (ON RIGHT) NO. 2 OF THE GUN-CREW FITTING A DETONATING TUBE IN THE BREECH.



Reserve Fleet reviewed by the King in Weymouth Bay on August 9. The "Iron Duke" is armed with six 13.5-in. guns, firing shells weighing over half a ton each, and has twelve 6-in. guns as secondary armament. British naval gunnery has greatly advanced since the Great War. (Fox)

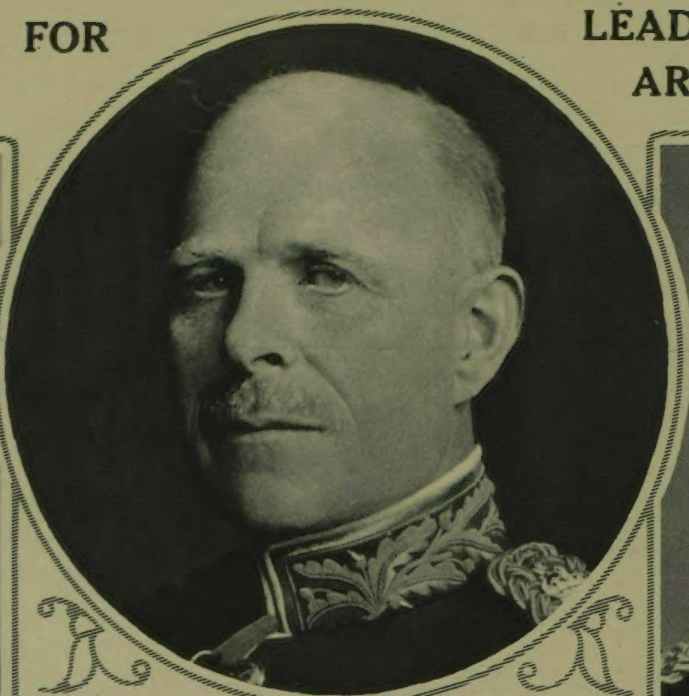
THE MEN RESPONSIBLE FOR OUR DEFENCE.

LEADERS OF BRITAIN'S NAVY, ARMY, AND AIR FORCE.



INSPECTOR-GENERAL, OVERSEAS FORCES:
GENERAL SIR EDMUND IRONSIDE.

In May 1939 the pre-war posts of inspectors-general for home and overseas forces were revived. Previously General Ironside had been Governor and C.-in-C., Gibraltar; G.O.C.-in-C., Eastern Command, 1936-38. Entered R.A. in 1899; and became Captain 1908. The Inspector-General, Overseas Forces is *de facto* Commander-in-Chief of the Army in war. Aged fifty-nine.



CHIEF OF BRITAIN'S IMPERIAL GENERAL STAFF:
GENERAL THE VISCOUNT GORT.

Chief of the Imperial General Staff since 1937. Viscount Gort entered the Army in 1905, and became Captain in 1914. During the war he was mentioned nine times in despatches, and was awarded the M.C., D.S.O., two Bars, and V.C. He was made Major-General in 1935, and General in 1937. Is aged fifty-three.



INSPECTOR-GENERAL, HOME FORCES: GENERAL
SIR WALTER KIRKE.

Is responsible "for the inspection of Militia and Regular troops at depôts of A.A. and C.D. and of Territorial Army units." Duties also include maintaining touch with the civilian authorities responsible for A.R.P., and with Regional Commissioners. Before his new appointment, Sir Walter had been for three years Director-General of the Territorial Army. Is aged sixty-two.



COMMANDER-IN-CHIEF, HOME FLEET: ADMIRAL SIR
CHARLES MORTON FORBES.

Admiral Sir C. M. Forbes has been C.-in-C., Home Fleet, since 1938. He entered the Royal Navy in 1894; was Commander in 1912; became Captain in 1917, and Rear-Admiral in 1928. Director of Naval Ordnance, 1925-28; Third Sea Lord and Controller of the Navy, 1932-34. Served European War, 1914-18, including Jutland. Is aged sixty-nine.



FIRST SEA LORD AND CHIEF OF THE NAVAL STAFF:
ADMIRAL SIR DUDLEY A. POUND.

Admiral Sir D. A. Pound succeeded the late Admiral Sir R. Backhouse as First Sea Lord—the highest professional position in the Service—in May 1939. Previously he had been C.-in-C. of the Mediterranean Station since 1936. Belongs to "modern" school of naval strategy; *i.e.*, initiative and offence as opposed to the "passive" policy governing immediate pre-war British naval strategy. Is aged sixty-three.



COMMANDER-IN-CHIEF, MEDITERRANEAN: VICE-
ADMIRAL SIR ANDREW B. CUNNINGHAM.

Vice-Admiral Sir A. B. Cunningham succeeded Admiral Sir Dudley Pound as C.-in-C., Mediterranean, with acting rank of Admiral. Previously Deputy Chief of Naval Staff since November 1938. Entered R.N. 1898. Naval A.D.C. to the King, 1932; Rear-Admiral (D) commanding Destroyer Flotillas, Mediterranean Fleet, 1933-36. Is aged fifty-six.



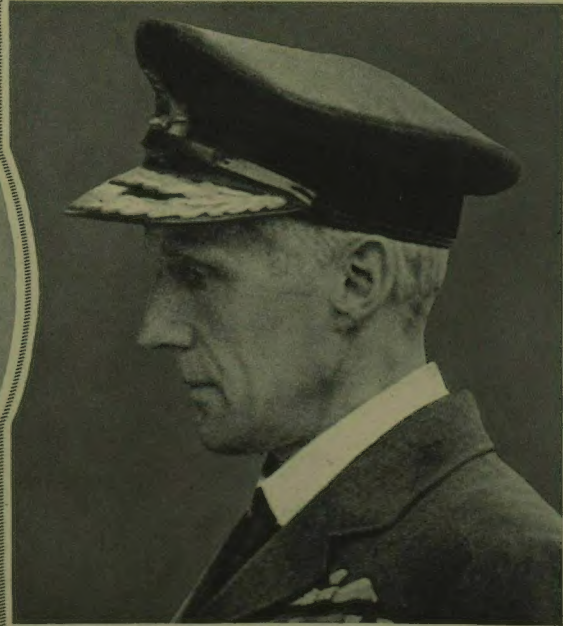
AIR OFFICER C.-IN-C., FIGHTER COMMAND: AIR
CHIEF MARSHAL SIR HUGH C. T. DOWDING.

Air Chief Marshal Sir Hugh C. T. Dowding has been Air Officer Commanding-in-Chief, Fighter Command, since 1936. Joined the Royal Artillery in 1900, and the Royal Flying Corps in 1914. Director of Training, Air Ministry, 1926-29; Air Member for Research and Development of Air Council, 1930-36. Is aged fifty-seven.



THE CHIEF OF THE AIR STAFF: AIR CHIEF MARSHAL SIR
CYRIL L. N. NEWALL.

Air Chief Marshal Sir Cyril Newall, Chief of the Air Staff since 1937, and senior Air Member of the Air Council, is responsible for policy, operations, intelligence, staff duties and signals. Sir Cyril entered the Royal Warwick Regiment in 1905; and after a distinguished military career, transferred to the R.A.F. in 1919. Member of Air Council for Supply and Organisation, 1935-37. Is aged fifty-three.



AIR OFFICER C.-IN-C., BOMBER COMMAND: AIR
CHIEF MARSHAL SIR EDGAR R. LUDLOW-HEWITT.

Air Officer Commanding-in-Chief, Bomber Command, since 1937. Joined 1st Bn. Royal Irish Rifles, 1905; transferred to Royal Flying Corps, 1914. Air A.D.C. to the King, 1921-23. Commandant Royal Air Force Staff College, 1926-30; Director of Operations and Intelligence, Air Ministry, 1933-35; Air Officer Commanding R.A.F. India, 1935-37. Is aged fifty-three.

ON THE ALERT: A PICTURE SYMBOLISING THE ARMY'S PREPAREDNESS.



TYPICAL OF THE BRITISH SOLDIER OF 1939 : A GUARDSMAN WEARING A HELMET-COVER, WITH LOOPS FOR FOLIAGE, AND FULL EQUIPMENT WHILE ON OUTPOST DUTY DURING RECENT MANŒUVRES IN HAMPSHIRE.

This striking photograph of a Guardsman on outpost duty during recent manœuvres in Hampshire typifies the British soldier of to-day, for the Army has drawn into its ranks keen young men whose interest is stimulated by the new weapons with which they are trained and the responsibility which new tactics place on the individual.

It will be noticed that the Guardsman is wearing a cover of sacking over his steel helmet, which has loops for foliage to afford concealment, and that his gas-proof cape is rolled up on his shoulders. His gas-mask is in the alert position, and he carries pouches for Bren-gun ammunition. (Fox.)

THE MODERN BRITISH ARMY: A FORCE



A REPRESENTATIVE UNIT OF THE TERRITORIAL ARMY, FROM WHICH THE MAJOR PART OF AN EXPEDITIONARY FORCE WOULD BE DRAWN: THE QUEEN'S WESTMINSTERS, WEARING BATTLE-DRESS, ON THE MARCH. (Fox)



AS IN THE GREAT WAR: A DEMONSTRATION ATTACK ON AN ENEMY POSITION: THE TANKS PRECEDING THE INFANTRY WHO, ADVANCING WITH FIXED BAYONETS, CONSOLIDATE THE GROUND GAINED BY THE MECHANISED ARM—AN OPERATION DISTINCT FROM THE USUAL TANK MANOEUVRES IN MASS FORMATION. (Topical)



TANKS AND INFANTRY CO-OPERATE: A HIGHLAND BREN-GUN SECTION ADVANCING UNDER THE COVER OF FIRE FROM A TANK. (Keystone)

The British Army of to-day is a very different force to that which went overseas in 1914. Within the last few years there have been revolutionary changes in weapons; tactics; dress; and drill. The Territorial Army has been given new responsibilities, as was made clear early this year when the Secretary of State for War announced that six Regular divisions and thirteen

Territorial divisions were being prepared, equipped and trained for service in Europe, and a few weeks later the decision was made to create thirteen more Territorial divisions. The Bren gun has superseded the Lewis gun as the infantry's light machine-gun, and its strategic value has been increased by the provision of Bren-gun carriers, resembling small tanks, from which the weapon

PREPARED, EQUIPPED AND TRAINED FOR SERVICE ABROAD.



FIELD ARTILLERY: A SUB-SECTION OF A MEDIUM REGIMENT IN ACTION WITH A 60-POUNDER, THE GUN BEING CONCEALED FROM AERIAL OBSERVATION. (Keystone)



SHOWING THE GUN-CREW CARRIED IN THE "DRAGON" WHICH TOWS THE 2-POUNDER GUN: AN ANTI-TANK BATTERY GOING INTO ACTION. (Keystone)



BRITAIN'S PREPAREDNESS FOR A WAR OF MOVEMENT: TANKS MANOEUVRING IN MASS-FORMATION DURING A REVIEW, PROVIDING A PICTURE OF GRIM EFFICIENCY TYPICAL OF THE NEW ROYAL ARMoured CORPS, WHICH INCLUDES THE MECHANISED CAVALRY REGIMENTS, AND FORMS THE SPEARHEAD OF AN ATTACK. (Fox)



FIELD ARTILLERY IN ACTION: A 6-IN. HOWITZER OF A MEDIUM REGIMENT IN A WELL-CONCEALED POSITION DURING RECENT MANOEUVRES. (Fox)



THE ARMY'S NEW LIGHT MACHINE-GUN: THE BREN GUN IN ACTION; SHOWING GUARDSMEN WITH CAMOUFLAGED HELMETS AND GAS-PROOF CAPES. (Fox)

can be fired in movement. The infantry have also been equipped with new mortars and can defend themselves in a tank-attack with the anti-tank rifle. They are also protected by the 2-pounder anti-tank guns of the Royal Artillery which are exceedingly mobile and effective, having some of the characteristics of the Royal Horse Artillery. The new battle-dress has given

the infantryman greater freedom of movement, and steel-helmets are provided with covers in which foliage can be fastened to provide concealment. Reinforcements carried by Bristol "Bombays" and the creation of a Royal Armoured Corps all point to the essential mobility possessed by any force which Great Britain may put in the field.

FIGHTERS



GLOSTER "GAUNTLET"
SINGLE-SEATER FIGHTER.
SPAN: 37 FT. 6 IN.
645 H.P. BRISTOL "MERLIN" ENGINE.
MAXIMUM SPEED: 230 M.P.H.
2 VICKERS GUNS.



GLOSTER "GLADIATOR"
SINGLE-SEATER FIGHTER.
SPAN: 37 FT. 3 IN.
850 H.P. ROLLS-ROYCE "MERLIN" ENGINE.
MAXIMUM SPEED: 250 M.P.H.
4 VICKERS GUNS.



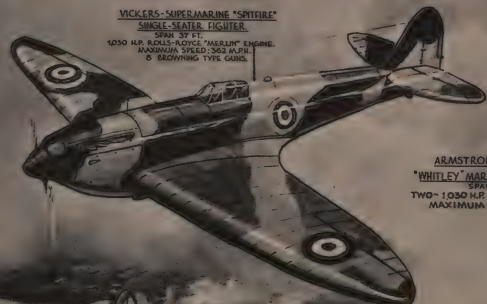
HAWKER "HIND"
LIGHT BOMBER.
SPAN: 37 FT. 3 IN.
600 H.P. ROLLS-ROYCE
"KESTREL" ENGINE.
MAXIMUM SPEED: 185 M.P.H.



BRISTOL "BLENHEIM" MARK IV
LONG-RANGE FIGHTER-BOMBER.
SPAN: 37 FT. 4 IN.
TWO 530 H.P. BRISTOL "MERLIN" ENGINES.
MAXIMUM SPEED: 295 M.P.H.



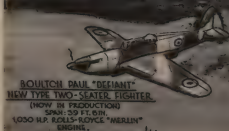
HAWKER "HURRICANE"
SINGLE-SEATER FIGHTER.
SPAN: 40 FT.
1070 H.P. ROLLS-ROYCE "MERLIN" ENGINE.
MAXIMUM SPEED: 330 M.P.H.
6 BROWNING TYPE GUNS.



VICKERS "SUPERMARINE" "SPITFIRE"
SINGLE-SEATER FIGHTER.
SPAN: 37 FT.
1070 H.P. ROLLS-ROYCE "MERLIN" ENGINE.
MAXIMUM SPEED: 362 M.P.H.
6 BROWNING TYPE GUNS.

ARMSTRONG WHITWORTH
"WHITLEY" MARK IV HEAVY BOMBER.

SPAN: 64 FT.
TWO 1030 H.P. ROLLS-ROYCE "MERLIN" ENGINES.
MAXIMUM SPEED: 245 M.P.H.



BOULTON PAUL "DESANT"
NEW TYPE TWO-SEATER FIGHTER.
(NOW IN PRODUCTION)
SPAN: 37 FT. 6 IN.
1030 H.P. ROLLS-ROYCE "MERLIN" ENGINE.



HAWKER "HERON"
TWO-SEATER FIGHTER.
SPAN: 37 FT. 3 IN.
580 H.P. ROLLS-ROYCE "KESTREL" ENGINE.
MAXIMUM SPEED: 185 M.P.H.
4 VICKERS AND 1 BROWNING GUNS.

BRISTOL "BOMBAY" BOMBER-TROOP CARRIER
(NOW IN PRODUCTION)

SPAN: 66 FT.
TWO 1000 H.P. BRISTOL "PEGASUS" ENGINES.
MAXIMUM SPEED: 285 M.P.H.
ACCOMMODATION FOR 24 FULLY ARMED TROOPS.



BOMBERS



LIGHT HAWKER "HART"
BOMBER.
SPAN: 37 FT. 4 IN.
480 H.P. ROLLS-ROYCE "KESTREL" ENGINE.
MAXIMUM SPEED: 180 M.P.H.



HAWKER "BATTLE" TWO-SEATER
HIGH-SPEED MEDIUM BOMBER.
SPAN: 34 FT.
1000 H.P. ROLLS-ROYCE "MERLIN" ENGINE.
MAXIMUM SPEED: 237 M.P.H.



BRISTOL "BLENHEIM" MARK I
MEDIUM BOMBER.
SPAN: 36 FT. 4 IN.
TWO 540 H.P. BRISTOL "MERLIN" ENGINES.
MAXIMUM SPEED: 275 M.P.H.



HANDLEY PAGE "HARROW"
HEAVY BOMBER.
SPAN: 80 FT. 3 IN.
TWO 925 H.P. BRISTOL "PEGASUS" ENGINES.
MAXIMUM SPEED: 190 M.P.H.



HANDLEY PAGE "HAMPTON"
MEDIUM BOMBER.
SPAN: 60 FT. 4 IN.
TWO 280 H.P. BRISTOL "PEGASUS" ENGINES.
MAXIMUM SPEED: 245 M.P.H.



VICKERS "WELLINGTON"
MEDIUM BOMBER.
SPAN: 60 FT. 3 IN.
TWO 580 H.P. BRISTOL "PEGASUS" ENGINES (SPEED—CONFIDENTIAL).



HANDLEY PAGE "HERFORD"
HEAVY BOMBER.
SPAN: 75 FT.
TWO 480 H.P. ROLLS-ROYCE "KESTREL" ENGINES.
MAXIMUM SPEED: 142 M.P.H.



THE MIGHT OF THE

A CONSPECTUS OF THE LATEST TYPES OF BRITISH FIGHTERS AND BOMBERS NOW IN SERVICE, INCLUDING THE "SPITFIRE" BELIEVED TO BE STILL RANGE OF 3240 MILES WITH FULL LOAD, AND ALSO ONE OR TWO OLDER TYPES
DRAWN BY OUR SPECIAL

ROYAL AIR FORCE.

THE FASTEST FIGHTER IN REGULAR USE BY THE SQUADRONS OF ANY AIR FORCE; THE VICKERS "WELLINGTON" BOMBER, WHICH HAS THE GREAT OF MACHINES ALREADY BEING REPLACED BY EVEN MORE FORMIDABLE AIRCRAFT.
ARTIST G. H. DAVIS.

THE FRENCH ARMY: A FORCE WITH GREAT TRADITIONS



FRENCH INFANTRYMEN ON THE MARCH WITH ACTIVE-SERVICE EQUIPMENT! CHEERFUL POLES TYPEIFYING THE CAREFREE AND COURAGEOUS SPIRIT OF AN ARMY WITH GREAT TRADITIONS. (Fox.)



A HEAVY MACHINE-GUN DETACHMENT ON THE MARCH! A PHOTOGRAPH SHOWING HOW THE MOUNTING IS CARRIED SEPARATED FROM THE BARREL. (S. and G.)



A MACHINE-GUN DETACHMENT IN POSITION AND READY TO OPEN FIRE! FULLY EQUIPPED TROOPS DEFENDING A ROAD RUNNING THROUGH THEIR LINES DURING MANOEUVRES IN THE VALDAHON DISTRICT. (Agence Transpus.)



GUARDIANS OF THE FRENCH FRONTIERS! FORTRESS TROOPS, SUCH AS MEN THE MAGINOT LINE, MARCHING PAST AT A REVIEW. (Agence Transpus.)



TAKING UP POSITIONS IN THE MAGINOT LINE! FORTRESS TROOPS, WITH REFILLS SLUNG, PASSING ALONG ONE OF THE COMMUNICATION TUNNELS. (S. and G.)

The celebration of the 160th anniversary of the taking of the Bastille in Paris on July 14 was the occasion for the greatest military parade since that which marked the end of the Great War. It was an impressive display which gave onlookers the opportunity of seeing the men and the equipment which France could put into the field to support her pledges and defend her

Empire. The peace establishment of her Army is 491,000, but the calling-up of reservists had increased this number to 1,600,000 by August 24. The French *poilu* is carefree and courageous, and with new equipment and the support which the highly efficient mechanised forces provide, forms the backbone of an Army with great traditions. The Maginot Line, which is the

NOTABLE FOR ITS EFFICIENT INFANTRY AND EQUIPMENT.



A TYPE OF FRENCH LIGHT TANK: A PHOTOGRAPH SHOWING A CAMOUFLAGED UNIT OF THE MECHANISED FORCES MANOEUVRING IN THE FRENCH ALPS. (Wide World.)



A TYPE OF TANK IN WHICH THE FRENCH ARMY SPECIALISES! A "HEAVY" CROSSING A STREAM AT A DEMONSTRATION FOR FRENCH OFFICERS. (Fox.)



ANTI-TANK DEFENCE! TROOPS CAMOUFLAGING A SMALL-CALIBRE HIGH-VELOCITY GUN WITH NETTING, IN WHICH FOLIAGE IS PLACED. (Topical.)



FRENCH HEAVY ARTILLERY: AN IMPRESSIVE BATTERY OF BIG GUNS AT METZ, NEAR THE GERMAN FRONTIER, SHOWING IN REAR THE LOADING CRANES. (Wide World.)

chief bulwark against German invasion on the east, is manned by special fortress troops and the natural barriers by Alpine troops. The artillery is armed with the famous 7.5 quick-firing gun, a 10.5-cm. howitzer, and a large number of heavy guns of all calibres. The heavy tanks in the mechanised forces are especially notable, and, as our photograph shows, can be manoeuvred in very



MEDIUM ARTILLERY IN ACTION! A GUN JACKED-UP ON RAMPS TO OBTAIN THE MAXIMUM ELEVATION FOR FIRING IN THE FRENCH ALPS. (A.P.)

difficult country. There are five cavalry divisions on the peace establishment, of which two are mechanised and the remainder partly mechanised. To defend her Empire France has a Colonial army, consisting of white and native troops, numbering 190,182 men. Notable among these troops are the Senegalese *trailleurs* who are men of magnificent physique, the Spahis and the Zouaves.

THE FRENCH HIGH COMMANDS—ON LAND, SEA AND AIR.



C.-IN-C. OF THE ARMY AND HEAD OF NATIONAL DEFENCE: GENERAL GAMELIN.



CHIEF OF THE ARMY STAFF UNDER GAMELIN: GENERAL GEORGE.



COMMANDER-IN-CHIEF OF THE AIR FORCE: GENERAL VUILLEMIN.



COMMANDER-IN-CHIEF OF THE NAVY: AMIRAL DE LA FLOTTE DARLAN.

General Gamelin fills the dual position of Head of the French National Defence and Commander-in-Chief of the Army. He has a brilliant record. In the Great War—a touchstone of ability and strength of character—he proved his merit both at G.H.Q. and in the field. As an example of his ability in the former may be

cited the Victory of the Marne, due in part to his initiative and intelligence; while as an instance of his ability in the field might be given the wonderful performance of his division in holding a front of 11 miles—this at the time when Gough's army was retreating on the Somme front—from March 22-26 (1918), facing six German divisions.

Photographs by Henri Manuel and S. and G.

MACHINES OF THE FRENCH AIR FORCE—DAILY GROWING MORE FORMIDABLE.



BOMBERS AND FIGHTERS OF THE "ARMÉE DE L'AIR," SOME OF WHICH ARE ALREADY BEING REPLACED BY EVEN MORE POWERFUL TYPES ; WITH (INSET ; RIGHT) THE NEW MORANE HIGH-SPEED "406" FIGHTER, NOW BEING PRODUCED IN QUANTITY.

The "Armée de l'Air," France's Air Force, has recently made enormous strides, both as regards the fighting-power of its machines and the quantity in which they are being produced. It is calculated that two leading French aircraft factories are now producing seven times as much as was the average monthly production of the entire French aircraft industry in the period from September 1 to December 1, 1937! On this page we illustrate a number of French types, some of which are already in

process of being superseded by even more formidable machines. Notable among them is the Morane "406" low-wing single-seater-fighter, powered with an 860-h.p. Hispano-Suiza engine and very similar in appearance to the British Hawker "Hurricane" fighter. But instead of being armed like the "Hurricane," with eight machine-guns, it carries two forward-firing machine-guns and one shell-gun. These machines are now in large-scale production. (Drawing by our Special Artist G. H. Davis; Photo., "Flight.")

A CONSPECTUS OF THE GERMAN ARMY: MECHANISED UNITS



A MACHINE-GUN DETACHMENT OF THE REICHSWEHR. A PERMANENT SIGHTING-APPARATUS MAY BE SEEN ON THE BACK OF THE GUN. (C.P.)



THE COMMAND-POST OF AN ANTI-AIRCRAFT BATTERY IN THE GERMAN AIR-DEFENCE ZONE "WEST," SHOWING A DETACHMENT OF SOLDIERS UNDERGOING TRAINING WITH THE HEIGHT-FINDER. (Fox)



ON March 16, 1935, Germany repudiated the armament clauses of the Treaty of Versailles, and from that date rearmament in the Reich has been proceeding at an ever-accelerating rate. Immediately on Hitler's accession to power, military service in Germany was made compulsory, beginning from the completion of the eighteenth year of an able-bodied man and lasting to the completion of the twenty-first year. Service in the Regular Army is preceded by service in the labour corps, which usually lasts six months, the conscript entering the Reichswehr in his twentieth year and serving for two years, passing after that to the Reserve for fourteen years and to the

A PHOTOGRAPH OF GERMAN SOLDIERS ON PARADE IN CLOSE FORMATION NEAR AACHEN IN WHICH IS REVEALED THE YOUTH AND FINE PHYSICAL CONDITION OF THE ARMY IN THE WEST. Associated Press.



TANKS AND INFANTRY UNITS IN A SPECTACULAR DISPLAY BY UNITS OF THE REICHSWEHR, THE FOUNDATIONS FOR THE ENORMOUS EXPANSION OF WHICH WERE LAID BY THE LATE GENERAL VON SEECKT, THE POST-WAR COMMANDER OF THE GERMAN ARMY AND THE VIRTUAL FATHER OF THE REICHSWEHR, WHOSE PLANS HITLER HAS CLOSELY FOLLOWED. (Topical)



ANOTHER ELEMENT OF THE GERMAN LIGHT MECHANISED FORCES: ARMY MOTOR-CYCLISTS, CARRYING RIFLES, NEGOTIATING A FLOODED ROAD. (Keystone)

FOR "LIGHTNING WAR"; INFANTRY, TANKS AND ARTILLERY.



GERMAN MEDIUM ARTILLERY: A 105-CM. HIGH-VELOCITY GUN, WITH RUBBER-TYRED WHEELS; ITS OUTLINE ROUGHLY DISGUISED WITH FOLIAGE. (Wide World)



A BAVARIAN REGIMENT OF ANTI-AIRCRAFT GUNS, PLACED ALONG THE WESTERN DEFENCES, IN ACTION AGAINST TARGETS DRAWN BY AEROPLANES. (Wide World)

Landwehr for nine years. Those men who, for various reasons, have not done military service, form the Ersatz Reserve. In 1938 the army of the old Reich was increased by one army corps, and two more army corps were added in consequence of the absorption of Austria. The army is now organised in five groups, with headquarters in Berlin, Frankfurt-on-Main, Dresden, Leipzig, and Vienna, and comprises eighteen army corps and three mobile divisions. The number of trained reserves, which is about one million at present, increases at the rate of 350,000 a year. As we go to press Germany is reported to have over two million men under arms with mobilisation still proceeding.

WITH THE GERMAN MECHANISED UNITS, ADAPTED FOR A "LIGHTNING WAR", MOTORISED TROOPS CARRIED IN SPECIAL TRUCKS TAKING PART IN A REVIEW IN BERLIN AND REMINDING UNUSUAL ITALIAN FORMATIONS. (Fox)



A LARGE GERMAN MOTORISED UNIT IN PARADE ORDER: IN THE FOREGROUND MACHINE-GUNS AND THEIR CREWS BORNE ON MOTOR-CYCLES, WITH INFANTRY IN SPECIAL LORRIES SEEN BEYOND. (Shephard)



TWO TYPES OF GERMAN LIGHT TANKS, THOSE IN THE FRONT BEING EQUIPPED WITH A WIRELESS AERIAL, AND THOSE BEHIND HAVING A TURRET MOUNTING TWO MACHINE-GUNS, AT COMBINED MANOEUVRES IN THE OPEN. (Keystone)

ABOUNDING IN STRATEGIC PUZZLES, BOTH BY LAND AND BY SEA: THE MAP OF EUROPE; WITH MANY POSSIBLE THEATRES OF WAR.



SHOWING PLAINLY THE GEOGRAPHICAL RELATIONSHIP OF BRITAIN, FRANCE, GERMANY, POLAND, RUSSIA AND ITALY: A PERSPECTIVE MAP OF EUROPE ON WHICH THE LATEST DEVELOPMENTS MAY BE FOLLOWED.

A glance at the above perspective map, drawn by S. J. Turner, FR.G.S., reveals how closely interwoven is the jigsaw political fabric of Europe. British, French and Italian bases jostle one another in the Mediterranean: Gibraltar, Bizerta, Pantellaria, Malta, Rhodes and Cyprus: not to mention the possible importance of Spanish harbours. On land, the possibilities for fronts and theatres of war

are numerous indeed. But the remarkable factor is the lack of knowledge as to how, given a state of war, the various countries would react. For a country to preserve neutrality, would appear an even more difficult task than it was in the war of 1914-18. But, as yet, it is almost impossible even to conjecture as to the attitude of most of the middle-European and Baltic countries. Most

have ties with both the Axis and the democratic countries; most have a political faction either in or out of power, which would like to pursue a comparatively strict pro-Axis policy, and another which would like to pursue the reverse. The German-Soviet non-Aggression Pact adds another incalculable factor: whether it might alienate Spain from the Axis, for instance; or whether indeed it has not

already completely metamorphosed the Axis, founded largely as it was on the alleged fear of Communism, is now exercising statesmen. Another fact that emerges plainly from this map is Poland's remote position. Whether help from the democratic countries would be able to reach her *via* the Dardanelles and Rumania is a vital question.

TYPES OF AIRCRAFT IN THE GERMAN AIR FORCE: THE REICH'S HIGH-PERFORMANCE BOMBERS AND FAST FIGHTERS.



A BOMBER WHICH HAS BEEN SUPPLIED IN LARGE QUANTITIES TO THE GERMAN AIR FORCE: THE JUNKERS "JU.86" IN FLIGHT.



A TWIN-ENGINE HIGH-PERFORMANCE BOMBER MONOPLANE: THE DORNIER "DO.17," WHICH CAN CARRY A LOAD OF BOMBS WEIGHING 1984 LB.



THE BLOHM AND VOSS "HA.140": A TWIN-ENGINE OVERSEA RECONNAISSANCE-TORPEDO-BOMBER SEAPLANE WITH A MAXIMUM RANGE OF 1550 MILES. (KeyStone)



A SINGLE-SEAT FIGHTER MONOPLANE WITH A MAXIMUM SPEED OF 310.5 M.P.H. AND 373 MILES RANGE: THE BAYERISCHE FLUGWERKE "BF.109."



AN AIRCRAFT SUITED FOR "GROUND-STRAFING": THE TWIN-ENGINE THREE-SEAT GENERAL PURPOSES HENSCHEL "HS.124"—ALSO USED FOR BOMBING.



THE HENSCHEL "HS.123": A SINGLE-SEAT DIVE-BOMBER IN WHICH THE FUEL-TANK IS PROTECTED BY A FIREPROOF BULKHEAD.

The number of aircraft in the German Air Force has always been a matter of speculation, but it has been obvious that the whole resources of the Reich have been devoted to building up a striking force of exceptional magnitude. On these pages we show some of the bombers and fighters used by Germany and a few notes may be of interest. The Junkers "Ju.86" is a twin-engine high-performance passenger- and freight-carrier which, in its military version, has been supplied in large numbers to the Air Force. It is provided with three gun-turrets and carries a load of bombs, weighing 2200 lb., stowed internally. The machine has a maximum speed of 226.6 m.p.h. and a ceiling of 22,960 ft. The Dornier "Do.17" is another high-

performance bomber fitted with Daimler-Benz or Gnôme-Rhône 14 No. engines, these giving speeds of 292 m.p.h. and 260 m.p.h. It has a range of 1490 miles. The Blohm and Voss "Ha.140" carries its torpedo or bomb-load in compartments closed by hinged doors under the fuselage. The aircraft has a maximum speed of 190.7 m.p.h. The Heinkel "He.111k" is a military version of a commercial aircraft and is being produced in quantity for the Air Force. The Henschel "Hs.123," which is used as a dive-bomber, has the fuel-tank protected by a fireproof bulkhead. The General Purposes monoplane, "Hs.124," produced by the same firm, is particularly suitable for "ground-strafing" and has a gun-turret and bombing-position in the nose.



GERMAN BOMBING SQUADRONS IN FLIGHT: JUNKERS "JU.86" TWIN-ENGINE MACHINES, WHICH ARE IN MASS-PRODUCTION FOR THE AIR FORCE AND CAN CARRY A BOMB-LOAD OF 2200 LB., STOWED INTERNALLY, AT A MAXIMUM SPEED OF 226.6 M.P.H., IN MASSED-FORMATION OVER GERMANY.



A TWIN-ENGINE BOMBER SUPPLIED IN QUANTITY TO THE GERMAN AIR FORCE AND A MILITARY VERSION OF A TEN-PASSENGER COMMERCIAL MONOPLANE: THE HEINKEL "HE.111K," WHICH IS POWERED WITH TWO 1070-H.P. DAIMLER-BENZ DB.600 ENGINES GIVING A MAXIMUM SPEED OF 260 M.P.H.

GERMANY'S MILITARY LEADERS: HERR HITLER; AND HIS CHIEFS OF STAFF.



THE HEAD OF THE GERMAN LAND, SEA, AND AIR FORCES WITH SOME OF THE ARMY HIGH COMMAND: HERR HITLER (CENTRE) AND ON HIS LEFT, GENERAL VON BRAUCHITSCH, COMMANDER-IN-CHIEF, AND GENERAL VON KEITEL, CHIEF OF THE HIGH COMMAND. (Wide World.)



INSPECTOR-GENERAL OF THE GERMAN AIR FORCE: GENERAL MILCH. (Planet.)



THE MOST FAMOUS OF THE NAZI MILITARY FIGURES: FIELD-MARSHAL HERMANN VON GÖRING, AIR MINISTER. (Photo., Röhr.)



THE CHIEF OF STAFF OF THE GERMAN NAVY: GENERAL-ADMIRAL RAEDER. (A.P.)

"Hitler," said Field-Marshal von Göring, the Nazi Air Minister, "entrusted me with the German nation in the air: I am not accustomed to perform a task by halves." This remark is quoted from a speech made in 1935—on the day, curiously enough, when the Franco-Soviet pact was signed. The Field-Marshal is, perhaps, the only German military figure whose name is really familiar to the average foreign newspaper reader. He has, indeed, a definite sense of "news": "Germany has done

something for peace. She has rearmed," said the Field-Marshal shortly after Germany's rearmament was no longer secret. General Milch is the Under-Secretary of State for Air, and Inspector-General of the Air Force. Also seen above are Admiral Raeder, Chief of Staff of the Navy. General von Brauchitsch and General von Keitel, respectively C.-in-C. of the German Army and Chief of the High Command, appear above in the top photograph with Herr Hitler, supreme head of the land, sea, and air forces.

BRITAIN'S EMISSARY TO THE GERMAN FÜHRER: SIR NEVILE HENDERSON.



SIR NEVILE HENDERSON, THE BRITISH AMBASSADOR TO BERLIN, LEAVING HESTON WITH THE BRITISH GOVERNMENT'S ANSWER TO HERR HITLER'S PROPOSAL, ON AUGUST 28.

On Monday, August 28, Sir Neville Henderson flew back to Germany with the reply to the message which he brought from Herr Hitler on Saturday, August 26. Sir Neville is seen above at Croydon after his arrival on August 26. As we go to press nothing has as yet been officially disclosed of the contents of

Herr Hitler's message; it was reported, however, to insist on the Reich's right to deal with the Polish dispute as it thought fit. Britain's reply, which it was understood would not be made public until after its arrival in Berlin, was generally assumed to be based on a confirmation of Britain's position. (Keystone.)



WHEN THE REICHSTAG HEARD FROM HERR HITLER OF THE SITUATION'S
HERR HITLER BEING APPLAUDED AT THE REICHSTAG SESSION HELD ON AUGUST 27 IN THE AMBASSADORS' HALL OF THE NEW CHANCELLERY.
COMMUNIQUE ISSUED AFTER THE MEETING STATING THAT: "AT THE END OF THE ADDRESS, WHICH GAVE



GRAVITY: THE SECRET SESSION AT BERLIN ENDS WITH THE NAZI SALUTE.
THE SESSION WAS SECRET, NO OUTSIDERS BEING ADMITTED. THE FIRST INTIMATION OF THE DEPUTIES' PRESENCE IN BERLIN WAS THE LACONIC
EVIDENCE OF THE SITUATION'S GRAVITY, THE FÜHRER WAS ENTHUSIASTICALLY CHEERED." (Wide World)

THE HISTORIC SCENE IN THE HOUSE OF COMMONS ON AUGUST 24: THE PREMIER ADDRESSING A UNITED PARLIAMENT.

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY BRYAN DE GRINEAU.



"WE SHALL . . . BE FIGHTING FOR THE PRINCIPLES THE DESTRUCTION OF WHICH WOULD INVOLVE THE DESTRUCTION OF ALL POSSIBILITY OF PEACE AND SECURITY FOR THE PEOPLES OF THE WORLD." A DRAWING ILLUSTRATING THE SOLID UNITY OF ALL PARTIES BEHIND MR. CHAMBERLAIN, WITH SKETCHES (INSET) SHOWING THE RESPECTIVE LEADERS MAKING THEIR PRONOUNCEMENTS.

Perhaps not since the famous declaration by Mr. Asquith on the eve of the Great War has Parliament witnessed such a fateful scene as that enacted on August 24 before a hushed House of Commons, crowded with Members recalled from the recess, when the Prime Minister rose to deliver his eagerly awaited final pronouncement on British policy in the critical dispute over the Free City of Danzig. All parties and all sections of political opinion seemed far too deeply affected by the solemnity of the moment, heavy with import for the future of Europe and humanity, to indulge either in criticism or any kind of demonstration, and the excitement which characterised

Mr. Chamberlain's entry into the House on the eve of the surprise Munich settlement last September was noticeably absent on this occasion, even the cheers which greeted him from all parts of the House at the conclusion of his speech reflecting in their subdued tone more the nation's unswerving resolve to put an end to further aggression rather than any wish to apportion praise or blame. This tense yet resolute atmosphere is conveyed in the drawing which we reproduce above of the actual scene in Parliament on the afternoon of August 24 sketched by our special artist, Mr. Bryan de Grineau, from the vantage point of the Distinguished Strangers' Gallery. In the

foreground, seated in front of the representatives of the Dominions Governments, are (l. to r.) the Brazilian, the Belgian, the Chinese and the American Ambassadors, and the Minister for Saudi-Arabia, Sheikh Hafiz Wahba, with the seat over the clock and facing Mr. Speaker, customarily reserved for M. Maisky, the Soviet Minister, conspicuously unoccupied. The actual moment chosen for this historic picture is that when the Premier, after remarking that "catastrophe has not yet come upon us," was using the words, quoted above. The three inset drawings show, top, left, the former Conservative critics of Mr. Chamberlain's policy, Mr. Churchill,

Mr. Duff-Cooper, and Mr. L. S. Amery, who spoke of the remarkable manifestation of unity of sentiment in the House, and Mr. Anthony Eden, who pointed out that the occasion was one on which they might all contribute to the expression of "that national unity which undoubtedly existed in the country"; top, right: Mr. Dalton, Major Attlee, Leader of the Labour Opposition, and Mr. Arthur Greenwood, who voiced the unqualified support of Labour in the defence of liberty; and, bottom, right: the Liberal opposition, showing Mr. Lloyd George and Sir Archibald Sinclair, who declared that the time was not one for controversy or recrimination.

LONDON PREPARES: SAFEGUARDING CHILDREN—AND HISTORIC TREASURES.



THE EVACUATION OF CHILDREN FROM THE VULNERABLE AREA: A TRAINLOAD OF YOUNGSTERS LEAVING WATERLOO ON AUGUST 25, THEIR PARENTS AND RELATIVES CHEERFULLY WAVING THEM GOOD-BYE FROM THE PLATFORM. (*Topical.*)



PROTECTING THE LORD MAYOR'S RESIDENCE AGAINST AIR RAIDS—WORKMEN PILING SANDBAGS OUTSIDE THE MANSION HOUSE. (*Central Press*)



LOADING A VAN WITH VALUABLES AT THE BRITISH MUSEUM, TEMPORARILY CLOSED ON AUGUST 24 TO ENABLE EXHIBITS TO BE PACKED UP. (*Ap. Jones*)

LONDON PREPARES: GUNS; MUNITIONS; SANDBAG-FILLING IN THE PARKS.



A.R.P. IN THE AUGUST HEAT-WAVE: FILLING SANDBAGS WITH SOIL OBTAINED FROM THE DIGGING OF A SHELTER IN A LONDON PARK. (A.P.)



FOR THE DEFENCE AGAINST THE BOMBER: A.-A. AMMUNITION BEING LIFTED INTO POSITION—AN ODDLY MATTER-OF-FACT PROCEEDING. (A.P.)



A SCENE COMMON IN THE PARKS—GETTING ANTI-AIRCRAFT GUNS INTO POSITION; PART OF THE DEFENCE SCHEME FOR LONDON. (A.P.)

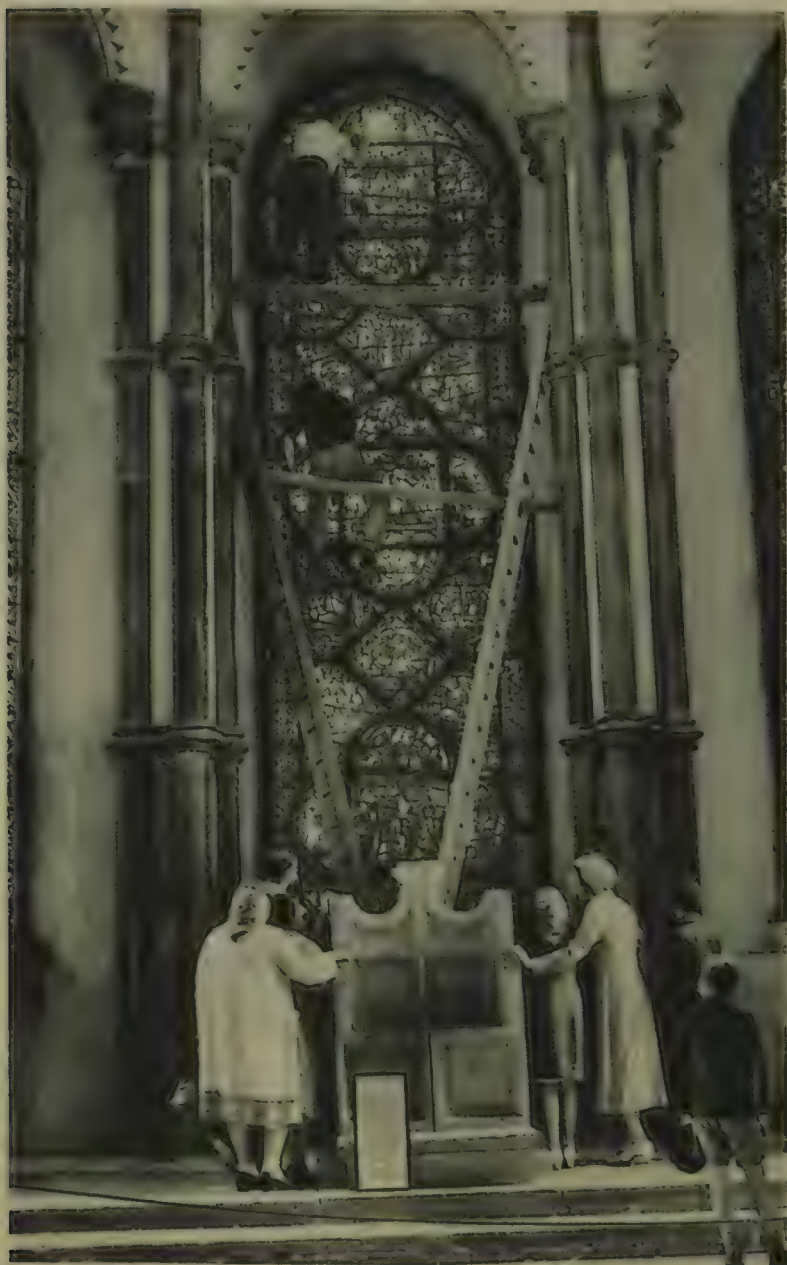
BRITAIN PREPARES: PRECAUTIONS AT CANTERBURY AND IN THE CAPITAL.



BUSINESS AS USUAL DURING A.R.P.: EMPLOYEES BLACKING-OUT THE WINDOWS WHILE THEIR COLLEAGUES CONTINUE WORKING AT THEIR DESKS. (Fox.)



FROM OMNIBUS TO AMBULANCE—THE CONVERSION OF A GREEN LINE COACH DURING A MOCK GAS-ATTACK. 1200 COACHES COULD BE READY WITHIN 24 HOURS. (Photopress.)



PRECAUTIONS AT CANTERBURY CATHEDRAL: EXPERTS AT WORK REMOVING THE VALUABLE STAINED GLASS FROM THE WINDOWS IN TRINITY CHAPEL. (S. and G.)



ROYAL A.R.P.: SHELTERS BEING UNLOADED OUTSIDE BUCKINGHAM PALACE—OF THE CONICAL TYPE SPECIALLY DEVISED FOR THE PROTECTION OF A.R.P. PERSONNEL. (A.P.)

SIGNING THE WORLD-STAGGERING PACT: RUSSO-GERMAN SMILES IN MOSCOW.



HERR VON RIBBENTROP (RIGHT) ENJOYS A JOKE WITH M. STALIN IN MOSCOW: WITH M. MOLOTOFF (LEFT) AND THE GERMAN AMBASSADOR, GRAF VON DER SCHULENBURG.



A SMILING GROUP AFTER THE SIGNING OF THE NON-AGGRESSION PACT BETWEEN FASCIST GERMANY AND COMMUNIST RUSSIA: HERR VON RIBBENTROP, M. STALIN AND M. MOLOTOFF.

HERR VON RIBBENTROP, German Foreign Minister, arrived in Moscow by air at 1 p.m. on August 23. He was met at the airport by the Assistant Commissar for Foreign Affairs and a number of other high Soviet officials, German and Italian diplomatists. The absence of Japanese representatives was noted. The Swastika Flag was displayed next the Red Flag on this occasion. An ironical touch was lent to the proceedings by the fact that Herr von Ribbentrop stayed at the former Austrian Legation, almost next door to the house occupied by the British and French Military Missions. The German-Russian non-Aggression Pact was signed in the presence of M. Stalin that evening. The clauses of this document are now widely known, and it is unnecessary for us to detail them here. Particular attention has been drawn to Article 4, by which the two Powers bind themselves not to join "any other group of Powers directly or indirectly if directed against one of the two." Herr von Ribbentrop spent the next morning sight-seeing in Moscow, and then left by air for Germany.

Photographs by Hoffmann.



HERR HITLER'S FOREIGN MINISTER SHAKES HANDS WITH THE GENERAL SECRETARY OF THE COMMUNIST PARTY IN SOVIET RUSSIA: M. STALIN AND HERR VON RIBBENTROP.



THE GERMAN SIGNATURE TO THE FATEFUL PACT WHICH HAS THROWN THE WORLD INTO A TURMOIL.



HERR VON RIBBENTROP WATCHES WITH FOLDED ARMS, WHILE M. MOLOTOFF, THE SOVIET PREMIER, SIGNS THE PACT.

VOICES OF PEACE: THE POPE, KING LEOPOLD AND PRESIDENT ROOSEVELT.



HIS HOLINESS THE POPE BROADCASTING HIS PATERNAL MESSAGE TO THE WORLD, APPEALING TO THE LEADERS OF PEOPLES TO USE REASON AND NOT FORCE.—(A.P.)



KING LEOPOLD OF THE BELGIANS; WHO BROADCAST A PEACE APPEAL IN THE NAME OF THE SEVEN POWERS OF THE OSLO GROUP. (Speaight.)



PRESIDENT ROOSEVELT, WHO APPEALED TO THE KING OF ITALY TO INTERVENE; AND ALSO TO HERR HITLER AND THE PRESIDENT OF POLAND. (A.P.)

Stirring appeals for peace went out from leaders on both sides of the Atlantic in Europe's dire hour. King Leopold of the Belgians broadcast to all nations, on behalf of the heads of the seven States of the Oslo group who were meeting in Brussels, on August 23. He concluded with the words, "Let those in whose hands rests the destiny of the peoples apply themselves to settle peacefully the differences which separate them." His Holiness the Pope, on August 24, broadcast a "paternal message to the world." Addressing himself to the leaders of the peoples, he reminded them

that "it is with force of reason and not with that of arms that justice advances." President Roosevelt addressed first an appeal to the King of Italy saying "It is my belief and that of the American people that your Majesty and your Majesty's Government can greatly influence the averting of an outbreak of war." Later he addressed another appeal to Herr Hitler and the Polish President, suggesting three possible means for settling the dispute: by direct negotiation, by submission to neutral arbitration, or agreement to solve their quarrel by conciliation.



The supremacy of DUNLOP Tyres in world speed records and track and road racing, may seem of small importance to the average car-owner. Reflect, however, that it is these very tests that give DUNLOP experts the experience necessary to build into your DUNLOP tyres the safety and reliability for which the name DUNLOP is universally famous.

DUNLOP Fort

WITH TEETH TO BITE THE ROAD

THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

ONE by one the manufacturers are telling us their plans for 1940, and from now until the Motor Show the life of a motor journalist is going to be busy, learning the latest developments in the industry. Among those who have already announced their "programmes" is the Rover Company, a firm which has enjoyed sustained success for many years now as makers of first-class cars of moderate engine capacity.

The range of 10- and 12-h.p. four-cylinder models, and 14-, 16- and 20-h.p. six-cylinder cars remains unchanged as regards colours, finishes and prices; but there are several modifications which are of interest, if only because the 1939 Rovers were so excellent that it was hard to see in what way they could be improved. The most obvious alteration, I suppose, is the new fascia board, on which the

instruments, with their plain, easily-read dials, are arranged in a neat and sensible group.

In addition to the usual instruments, all Rovers have a water-temperature gauge, a reserve petrol switch, and electrically operated gauges showing the levels in the petrol-tank and engine sump. The wind-screen now has a special baffle along its lower edge, which makes it possible for it to be slightly open in warm, rainy weather, without letting any water through to the interior. The remaining alteration, which is immediately noticeable, is a new type of disc wheel, which is remarkably easy both to fit and clean. For those who prefer them, wire wheels can still be obtained at an extra cost. Wheel-changing on a Rover, incidentally, is now simplified by the fitting of an extension piece on the hub, which takes the weight of the wheel while the holes are being matched with the studs.

On every model except the smallest there is an alteration in the chassis which also affects the coachwork. This is an increase in the track at the rear from 4 ft. 4 in. to 4 ft. 6 in., which has resulted in a useful addition to the width of the back seat. The upholstery of these cars, too, has been improved and now takes the form of rubber top-pads over spring cases.

There are no "new" Vauxhalls this year, in the sense of an entirely different model, but I found plenty to interest me, nevertheless. The "Ten," which I had always considered a remarkably roomy car for its engine capacity, has now been enlarged to an astonishing degree. It is longer, wider, and altogether bigger, with the result that the rear passengers have four extra inches at their disposal, and "three up" is a perfectly normal and comfortable way of travelling. With its big new bonnet and front wings, the Vauxhall "Ten" looks what it is, a real family car, and yet it will still do its 40 miles to the gallon with normal driving.

A few years ago the Vauxhall people recruited several automobile engineers of international standing, and installed them in a research building which cost £175,000 and is one of the finest in the country. The



A FINE CAR FOR THE SPORTSMAN: ONE OF THE NEW 2-LITRE SUNBEAM-TALBOTS, WHICH ARE CHARACTERISED BY LIVELY PERFORMANCE, VIVID ACCELERATION AND POWERFUL PULLING ON HILLS; IN THE STABLE-YARD.

The new 2-litre Sunbeam-Talbot is available in four body styles—a Saloon at £315 (seen in the above illustration), a Foursome Drophead Coupé at £335, a four-seater Sports Tourer, and a two-seater Open Tourer, both at £298.



A NEW MODEL OF ONE OF THE MOST POPULAR OF BRITISH CARS, BOTH FOR TOWN USE AND FOR HOLIDAY TOURING: AN AUSTIN "TEN" PHOTOGRAPHED ON THE ROADS OF NORTHERN SCOTLAND, WITH THE MAJESTIC SLOPES OF BEN LOYAL IN THE BACKGROUND.

result is that to-day Vauxhall performance and economy are standards by which these attributes are frequently judged. In every feature of the Vauxhall specifications—independent springing, controlled synchromesh, hydraulic brakes, no-draught ventilation, six-phase carburation—the hand of these research engineers can be seen. For my part, I would say that the money could not have been better invested.

FORESTALLS

but

SHELL for GO

YOU CAN BE SURE OF SHELL

THOMAS
BERRICK

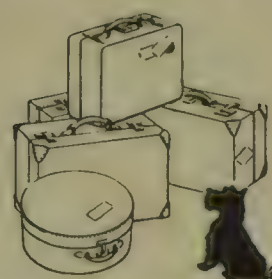
Yes, it's NEW! Yes, it's BIG-SCALE!



a lively 12-horse engine



easy-chair comfort for 5 people



ample luggage room



YES! IT'S THE BRILLIANTLY STYLED

new AUSTIN '12'

Big in size, in performance, in comfort — a new, more generous Austin Twelve, full of interesting features for the owner-driver.

First, the size—biggest yet for a twelve, with many new comfort features. Then, the redesigned engine—42 h.p. output—plenty of power and acceleration to spare. And—an entirely new feature—torsion-bar controlled suspension.

Remember, you buy a car but you invest in an Austin.



DRIVING COMFORT. The large sprung-spoke steering wheel gives very comfortable driving and ease of control. The deeply upholstered front seats are tension-sprung eliminating all "slide" when cornering at speed. Note the built-in radio and air-conditioning panel.



PLENTY OF ROOM IN THE BACK

The width across the arm-rests in this luxurious interior is no less than 59 ins. Three adults can sit back in comfort. Foot-rests, recessed into the back of the front seats, allow ample leg-room. Doorways are wide, head-room is generous. Side windows are fitted with louvres so that they may remain open when it rains.

Read the "Austin Magazine": 4d. every month.

A TECHNICAL 2-MINUTES

42 h.p. engine (R.A.C. rating 12 h.p.). High-compression aluminium cylinder-head and alloy pistons. New method of drawing oil from sump filters impurities. Mechanical petrol pump. Down-draught carburettor with air-silencer and oil-wetted cleaner.

Radiator thermostat. Improved flexible mountings for engine and gearbox. Accessible gearbox dipstick. Improved clutch with lighter pedal action. 12-volt battery. Strong crossbraced chassis. Long flat springs of low periodicity, lubricated directly by means of grooved leaves. Torsion-bar anti-roll control gives great stability. Full Girling brakes. Flexible-spoke steering wheel. Built-in radio and air-conditioning optional at extra charge. Draught excluders on pedals. Variable-strength instrument lights.

Fixed-Head Saloon . . . £225

Sliding-Head Saloon . . . £235

(at works)

See these models at your local Agent's or at Austin's London Showrooms, 479 Oxford Street, W.1

INVEST IN AN AUSTIN — THE CAREFREE CAR

NOTES FROM A TRAVELLER'S LOG-BOOK.

By EDWARD E. LONG, C.B.E., F.R.G.S.

COMO—MAGGIORE—AND GARDA.

BEAUTIFUL at almost any season of the year, the Italian lakes are perhaps at their best in late summer, when the colouring of the grapes in the many vineyards



TWO OF THE LOVELY BORROMEAN ISLANDS IN LAKE MAGGIORE, OPPOSITE STRESA: A VIEW OF ISOLA BELLA AND ISOLA PESCATORI.

Photographs by Enil-London.

above their shores adds its rich tints to the profusion of flowers and shrubs, trees and ferns, the luxuriant growth of which is well-nigh tropical. Nor are the waters of the lakes ever more alluring than when they have been heated by the summer sun to a temperature which invites the bather to linger in them. Pleasantly cool nights, and warm, sunny days make the climate, too, one that is very attractive, and at the many holiday centres you will find accommodation of the highest standard, at a very moderate charge, and facilities for sport and amusement on a scale which is certainly extremely up to date.

The Lake of Como has a special charm, in that, at its widest, in its whole length of thirty miles, it does not exceed two-and-a-half miles, and its beauty can be viewed from shore to shore. With its winding nature, a succession

of lovely vistas is revealed—rocky cliffs, topped with trees, hill-sides covered with woods of olive and chestnut, and with vines, picturesque little villages, splendid villas, standing in the midst of gardens ablaze with flowers, and the distant, snow-capped Alps. The holiday resorts of the Lake of Como are far-famed. Bellagio, with narrow, cobbled streets, leading down to a very pleasant lake-front, has a beautiful situation, on a promontory between the two southern arms of the lake, with exquisite views; Menaggio, on the opposite side of the lake, clusters around a charming little bay, opening out at the back to the Sanagra Valley, which winds up to Porlezza, on the Lake of Lugano; Cadenabbia and Tremezzo, almost side by side, and facing Bellagio, at about the lake centre, have great charm; and Cernobbio, on the western shore, about five miles from Como, has risen to fame with the Villa d'Este, that amazing hostelry which combines the most luxurious hotel accommodation with all the advantages of a first-class country club, and where (Sept. 20-22) an open ladies' golf championship competition will be played.

Maggiore, forty miles long, and having an extreme width of five-and-a-half miles, is Italian, save for its extreme

northern end, which lies in Swiss territory, and the most beautiful part of the lake is the centre, where the wide bay of Pallanza divides the western shore. It is here, on the southern side of the bay, that Stresa is situated, the principal holiday resort on the Lake of Maggiore. Very attractively laid out, with a pretty lake-side promenade, it has magnificent views of the lovely Borromean Isles, and of Pallanza, with its fine wooded hills and the mountains beyond, and from the summit of nearby Mount Mottarone, which is

reached by a funicular railway, a splendid panoramic view is obtained of the Alps and the lakes of Northern Italy. Baveno, near Stresa, Pallanza, opposite, Cannobio and Cannero, on the western shore of the northern part of the lake, and Laveno, on the eastern shore, are pleasant holiday centres of the smaller type on Lake Maggiore.

Lake Garda, the largest of the Italian lakes, is fascinating with its striking scenic contrasts—wild and rugged in its northern part, with great rocky cliffs, backed by mountain heights, whilst halfway along its western shore the mountains recede and there is a delightful stretch of coast, of gentle undulating meadow-lands and olive-groves, fringing the Bay of Garda, where the vegetation is of such luxuriance that it has come to be known as the Gardone Riviera, and Gardone, the leading holiday resort on the lake, in a very sheltered position, is embowered amongst magnolias and oleanders, palms and lemon-trees. Salò almost links up with Gardone, and further along the shore to the north are Maderno, Bogliaco and Gargnano. Sirmione, on a little promontory at the southern end of the lake, is a delightful spot; Riva, at the northern end, has a fine setting; and on the eastern shore, about ten miles from Riva, is Malcesine, the place for a quiet holiday.



IN AN IDEAL SETTING ON LAKE COMO: A CHARMING VIEW OF THE VILLA D'ESTE, AT CERNOBIO.



METAL ALLOYS

give him plenty of food for thought. His experienced eye recognises perfection at once. That is why such men turn instinctively to a tobacco like "No Name". Its fine fragrance and utter dependability satisfy their high sense of values.

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More Shaves to the Stick

Gibbs Shaving Soap, always famous for the smooth Cold Cream Shave it gave you, now also gives more shaves to the stick. The New Split Ring Holder enables you to use each end on alternate days, allowing the stick to dry out thoroughly between shaves. For a luxurious, soothing, refreshing shave use always



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SAVE YOUR TEETH WITH FORHANS!

Keep your teeth *longer*! Prevent bleeding gums that warn of dread pyorrhoea. It's easy! Just massage your gums with Forhans, the *only* dentifrice containing the special astringent originated by Dr. R. J. Forhan, used by dentists at the chair. See your dentist and follow his advice. Use Forhans regularly. Teeth will shine — gums will glow with health. Forhans does *both* jobs—gives *double* value. Try Forhans *today*!

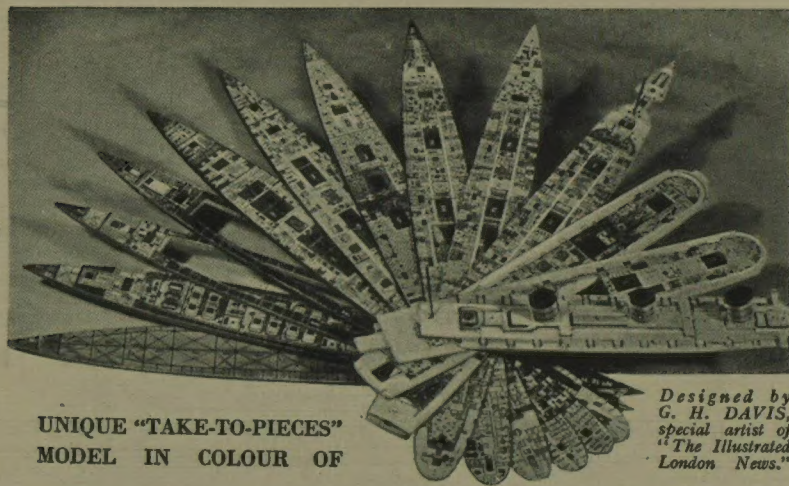
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ORIGINAL DENTIFRICE CONTAINS
THIS SPECIAL ANTI-PYORRHOEA
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DOES BOTH JOBS...
SAVES GUMS-CLEANS TEETH

*R. J. Forhan
D.D.S.*

ON SALE THROUGHOUT THE WORLD.



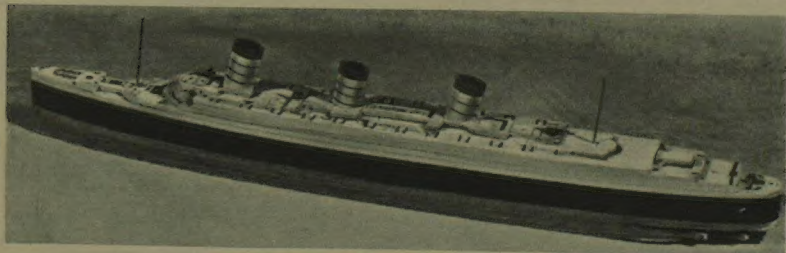
UNIQUE "TAKE-TO-PIECES"
MODEL IN COLOUR OF

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special artist of
"The Illustrated
London News."*

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There are few things more intriguing and instructive than these "movable deck" models of R.M.S. QUEEN MARY. Deck by deck the ship's wonderful interior may be examined. Correct and to scale, all decks are numbered, and details can be identified very easily by reference to a guide supplied. The model is 12 inches long, price 3/6, postage and packing inland 9d. extra. Abroad 2/6 extra.

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to have your energy'**



**Mr Can: 'You needn't give more
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Of Interest to WOMEN

Things Lovely and Useful.

Everyone knows that the loveliest things may be seen at Aspreys, Bond Street, the cost of which is in the neighbourhood of three and, it may be, four figures. A fact that is sometimes overlooked is that there are altogether charming things for a few shillings. There are Yale keys with enamel St. Christopher tops for 7s. 6d.; the key will be cut free of charge to fit any lock. Tusk bottle-openers are a guinea, and this is likewise the cost of corkscrews *en suite*. The new Thirst-Quencher Cocktail shakers are £3 10s., glasses to match being 5s. Everyone likes something from Asprey.

Royal Worcester and Crown Derby China.

There is a decided vogue for breakfast-in-bed sets. The one at the top of the page is of Royal Worcester, while the tray is of white wicker with sections for needlework and papers. The price of the latter is £2 17s. 6d. The tea-set on the right is of Crown Derby; then important features of the nest of yew wood tables are the lyre legs. A speciality is made of small furniture, or perhaps it would be better to call it accessories, in yew wood. There is a simplicity and decorativeness about this that is very attractive.



Champagne and Coffee-Sets.

It is on a yew wood tray with a sporting print in the centre that the glass champagne set at the top of the page rests; there are six glasses. The table, also to be seen in these salons, is worthy of careful note, and could be carried out in any wood to harmonise with the furniture of the room. Below, on the left, is a table of a totally different character, of glass with gilt decoration. It is a St. Quentin coffee-set which is placed on it, beside a wrought-iron lamp with a shade. Neither must it be overlooked that miniature furniture may here be studied. There are collector's pieces, as well as those that "grown-ups" like to have for their dolls' houses. Grandfather clocks, correct in every detail, as well as writing bureaux, make their special appeal to collectors. It is believed that more photographs have been taken during the past few months than heretofore. Therefore, no apology is necessary for drawing attention to the fact that Asprey's collection of frames has no rival to fear.

CONTINENTAL HOTELS

DENMARK

Elsinore—"Meulenberg," near Kronborg Castle—Beautiful view across The Sound to Sweden. Terms from 6 Danish Kroner.

FRANCE

Antibes—Grand Hotel du Cap D'Antibes et Pavillon Eden-Roc.—Unique situation between Cannes and Nice.

Cap-Martin—Cap-Martin Hotel—Free bus ser. with Monte Carlo and Menton. Ten. Swim.-pool. 15 acres private park. Incl. fr. 120 Frs., with bath fr. 140 Frs.

Le Touquet—Hotel des Anglais—In forest adjoining Casino. Every possible comfort. Large park. Own bus to Golf and Sea. Moderate.

Monte Carlo—Hotel Terminus Palace—1st class. Sea-front. Facing Casino gardens. Weekly terms incl. tips & tax from £4.4.0. With private bath £5.

GERMANY

Baden - Baden — Hotel Frankfurter Hof — Wholly Renovated. Facing Kurpark; a home from home. Manager's wife English. Prices moderate.

Bad Gastein—Hotel Des Kaiserhof—1st-class hotel. Situated amidst own park.

Bad Gastein—Hotel Straubinger—1st-class family hotel. 200 rooms. Thermal-bath in hotel, garage. Pension from R.M. 10 upwards.

Cologne—Schweizerhof, Victoriastr. 11—100 beds, all mod. comf., garage, AA Hotel, quiet situation, home from home. Inclusive terms from R.M. 7.00.

Dresden — Hotel Bellevue — The leading hotel. Direct position on river Elbe. Gdn., Pk., Terraces, Bar, Orchestra, Gar. Man. Dir., R. Bretschneider.

GERMANY—(Continued)

Düsseldorf—Breidenbacher Hof—Leading Hotel World renwd. Fav. home of int. soc. Fam. Grill Am.Bar—Orc. Gar. 150 R. fr. 6.—75 Pr. baths fr. 9.

Franzensbad — Hotel Königsvilla — The leading Hotel, near Bath-houses and Springs. Own large Garden.

Franzensbad (Sudetenland) — Hotel Imperial — Excl., world-known, close to the springs and baths. Season April 15 to Oct. 15. Prospectus, Mgr. Tel. 35

Garmisch-Partenkirchen (Bavarian Alps)—Park-Hotel "Alpenhof"—Leading Hotel; best cent. sit. Every comf. Prospect. thro' Propr., Hanns Kilian.

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Munich—Grand Hotel Continental—Where everyone feels at home. Quiet location. Moderate terms. Garage.

Stuttgart—Hotel Graf Zeppelin—Facing Main Station. The most up-to-date Hotel in South Germany.

Wiesbaden — Hotel Schwarzer Bock — 1st-class family hotel. 310 beds. Medicinal Bath in hotel. Golf. Tennis. Garage. Pension from Marks 9.

Wiesbaden—Hotel Nassauer Hof—World renowned. Finest pos. op. Pk. and Opera. Wiesbaden Springs. Pat'd by best British society. Pen. from 12 Mks.

SWITZERLAND

Baden-Spa (near Zurich)—Verenahof and Ochsen—1st-class highly cultured Family hotel. Mod. comf. 100 medical (thermal) baths in the hotel. Mod. tms.

SWITZERLAND—(Continued)

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Geneva — The Beau-Rivage — With its open-air Restaurant.—Terrace on the Lake, facing Mt. Blanc. All comfort. Rooms from Frs. 7.

Geneva—Le Beau-Sejour—Family Hotel—own large park. Absolutely quiet stay. Every comfort. Moderate terms.

Glion—(2200 ft. ab. s.-l.) Grand Hotel and Righi Vaudais—Leading Hotel. Low rates. View of Lake Geneva. Tennis. Garage. 15 min. from Montreux.

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Lenzerheide — Grand Hotel Kurhaus—Leading first-class hotel. Best position. Large private park. Open Air Restaurant. Terms from Frs. 13.

Lenzerheide (Grisons)—The Schweizerhof—In own large park. Most beautiful Alpine scenery. Ask for prospectus. F. Brenn, Proprietor.

SWITZERLAND—(Continued)

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Pontresina—The Kronenhof—The traditional English House.

Pontresina—The Palace—First class in every way. Own Tennis courts. Garage. Inclusive rates from 15/-.

Spiez, B.O.—Spiezerhof—On lakeside, leading of district, all modern comforts. Private bathing in own grounds. Booklets by Boss, proprietor.

St. Moritz—Badrutt's Palace Hotel—Host to the Elite. Season June 15th to end of September.

Wengen—Palace Hotel—The leading hotel of the Jungfrau district offers you the most enjoyable summer holiday. Tms.fr.Frs.15.50. F.Borter,Propr.

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Zurich—Hotel Bellevue au Lac—Finest situation at the entrance to Swiss National Exhibition. Open-air terrace connected with Restaurant and bar.

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'Coin-in-Slot' Turnstiles

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Ninety per cent. of the girls in our Crippleage are unemployable in the ordinary channels of industry! They are happy under our care, but thousands of other crippled girls dread the future because they cannot earn a living unaided.

We want to help these. And we CAN. By patience and sympathetic understanding, we train such cripples to make artificial flowers and so enable them to become partially self-supporting. Unfortunately, it is all we can do to maintain our present strength—340 girls at Edgware and Clerkenwell. The "WAITING LIST" grows bigger and bigger.

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WILL YOU JOIN WITH THOSE WHO MAKE IT POSSIBLE FOR THIS NOBLE WORK TO BE EXTENDED?

Annual Report gives fuller details. Please write for a copy.

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